BookletChart™

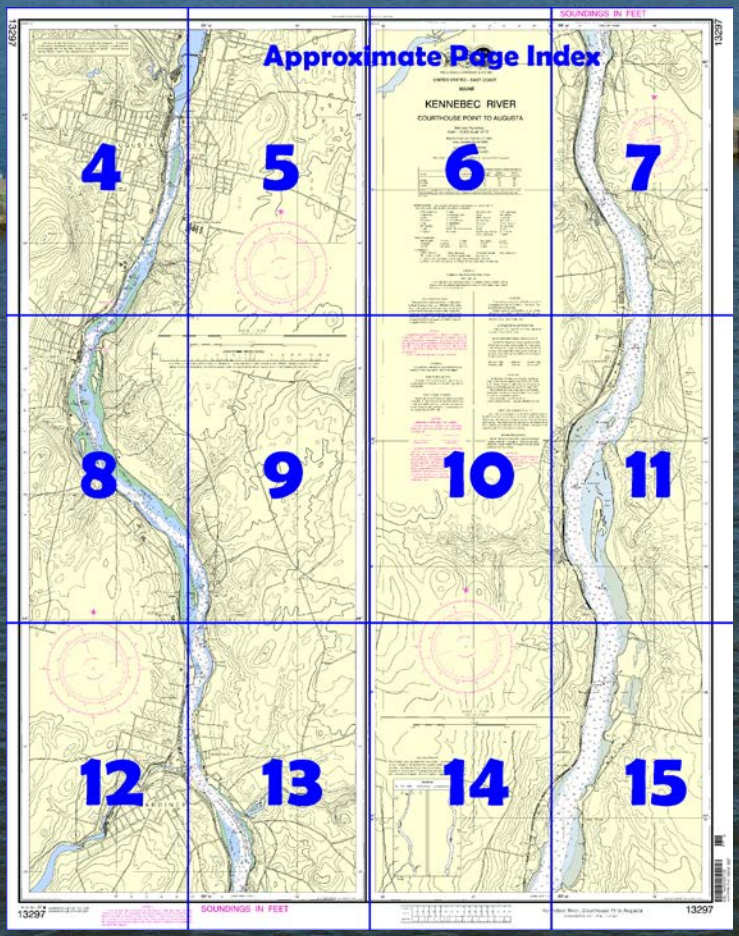
Kennebec River – Courthouse Point to Augusta

NOAA Chart 13297

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13297.

(Selected Excerpts from Coast Pilot)
The mouth of the **Kennebec River** is northward of Seguin Island and 20 miles eastward of the entrance of Portland Harbor. It is the approach to the cities of Bath, Augusta, Richmond, and Gardiner and smaller river towns. Waterborne commerce in the area consists mainly of traffic to and from the shipyard in Bath.
With the aid of the charts, small craft should have no trouble reaching Augusta, the head of navigation on the Kennebec River. Vessels with a draft approaching the depth of the channel should employ a pilot. The channel above Bath is reported to be subject to considerable changes annually caused by freshets.

The **Kennebec River Closed Area**, a Marine Protected Area (MPA), includes the waters of the Kennebec River north of Fort Popham.
Prominent features.–Seguin Light (43°42'27"N., 69°45'29"W.), 180 feet above the water, shown from a 53-foot white brick tower connected to a dwelling, is on the summit of 145-foot, grassy **Seguin Island;** a sound signal is at the light. This light is the most prominent mark in the vicinity.
Cape Small is the wooded point about 4 miles westward of the mouth of the river. The distinguishing marks are an elevated tank 1.4 miles northward from the end and visible from eastward or westward; **Bald Head,** a bare round knob on the west side of the point; and **Bald Head Ledge,** bare at half-tide and marked by a bell buoy.
A **danger zone** of a naval aircraft practice mining range is close southeastward of Cape Small and westward of Sequin Island.
Fuller Rock Light (43°41'45"N., 69°50'01"W.), 39 feet above the water, is shown from a white skeleton tower with a red and white diamond-shaped daymark on a low bare islet of the same name, about 0.3 mile southward of Cape Small.
Pond Island, about 30 feet high, is a grassy island on the west side of the entrance to Kennebec River. **Pond Island Light** (43°44'24"N., 69°46'13"W.), 52 feet above the water, is shown from a white tower on the summit of the island; a sound signal is at the light. The light shows a higher intensity beam up and down the river.
Anchorages.–Large vessels awaiting the pilot may anchor safely in the vicinity of White Ledge Lighted Bell Buoy 1 (43°43'49"N., 69°44'54"W.), in 50 to 65 feet. Small craft may find suitable anchorage northwest of Hunnewell Point (43°45'17"N., 69°47'04"W.).
Farther upstream, anchorage is also available on the eastern side of the channel southward of Kennebec River Buoy 12, in 36 to 48 feet. On the eastern edge of the channel at the anchorage, the depths shoal abruptly from 30 feet to a few feet. Drift ice coming down the river generally follows the western shore.
Anchorage for small vessels can be had on the western side of the channel off Parker Flats, about 4 miles above the entrance, in 20 to 36 feet. Above Parker Flats, vessels anchor wherever they find good holding ground and suitable depth, keeping out of the strength of the current.
General anchorages are at Bath. (See **110.1 and 110.133,** chapter 2, for limits and regulations.)
Dangers.–This is a region of rock and very broken ground; therefore, strangers should proceed with extreme caution and avoid crossing broken ground where the charted depths do not substantially exceed the draft.
The principal dangers in the river are marked, but the channel is narrow in places. The narrowest place below Bath is between North Sugarloaf and Popham Beach, where the deep channel is only about 100 yards wide. Some sections of the dredged channel between the south end of Swan Island and Augusta are not marked well enough to help strangers keep in them.
The entrance to Kennebec River is somewhat obstructed by an area of islands and rocks and very broken ground, extending for a distance of 4.5 miles. The most southerly known danger is **Seguin SSW Ledge,** covered 33 feet; it is 2.6 miles southwest of Seguin Island Light.
During freshets, pulp logs are sometimes washed over the dam above Augusta and present a serious navigational hazard, especially to small craft. Log booms are maintained at Brown Island and on the east side of the river below Shepard Point to facilitate recovery of the drifting logs. The booms are not lighted, but are outside the navigation channel.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Table of Selected Chart Notes

Corrected through NM Nov. 10/07
Corrected through LNM Oct. 30/07

HEIGHTS
Heights in feet above Mean High Water.

Mercator Projection
Scale 1:15,000 at Lat. 44°13'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Dresden, ME	WXM-60	162.475 MHz
Portland, ME	KDO-95	162.55 MHz

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

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Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.267" northward and 1.826" eastward to agree with this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.
Refer to charted regulation section numbers.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

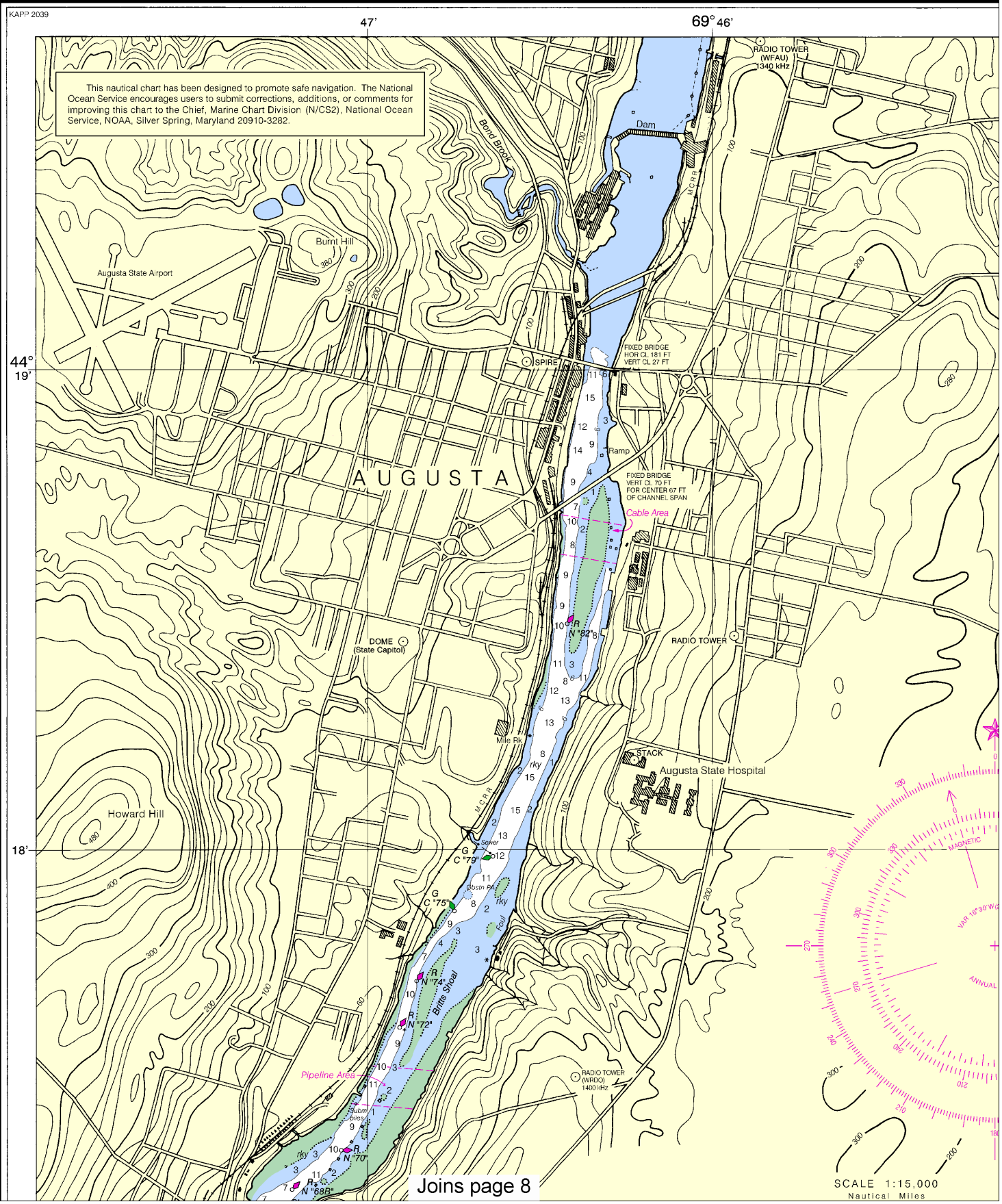
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Gardiner	(44°14'N/69°46'W)	5.4	5.2	0.2
Hallowell	(44°17'N/69°47'W)	4.7	4.5	0.2
Augusta	(44°19'N/69°46'W)	4.5	4.2	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Oct 2007)



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles

0 1

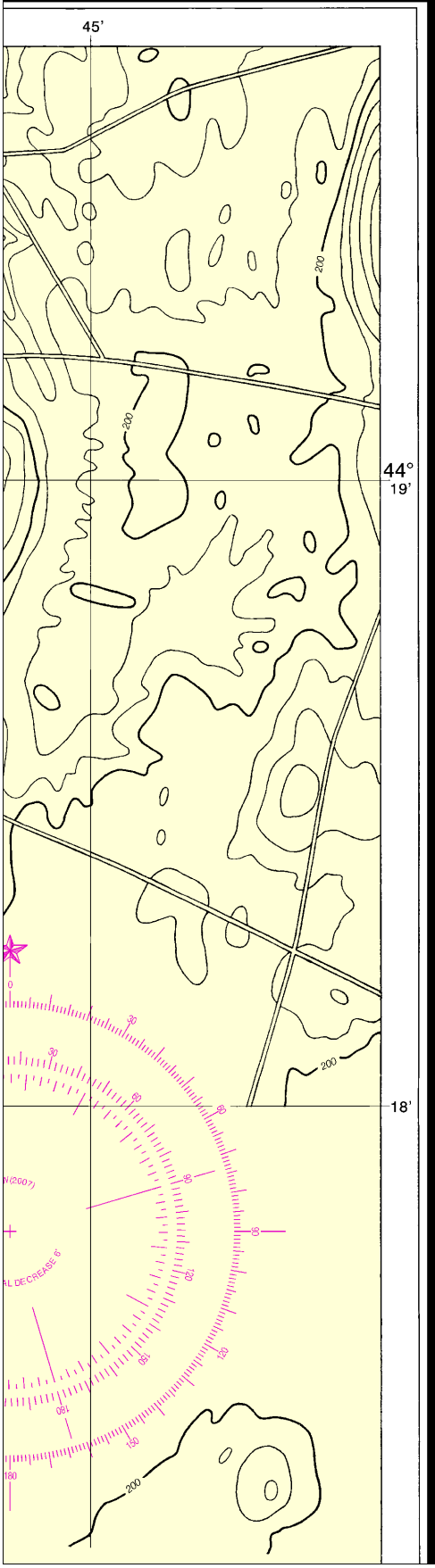
Yards

500 0 500 1000 1500

See Note on page 5.

Formerly NOS 13298B, C&GS 289, 1st Combined Ed., Sep. 1954

KAPP 2038



48' 47' 50' 40' 30' 20' 10"

44° 13'

12'

11'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

KENNEBEC RIVER

COURTHOUSE POINT TO AUGUSTA

Mercator Projection
Scale 1:15,000 at Lat. 44°13'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

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AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

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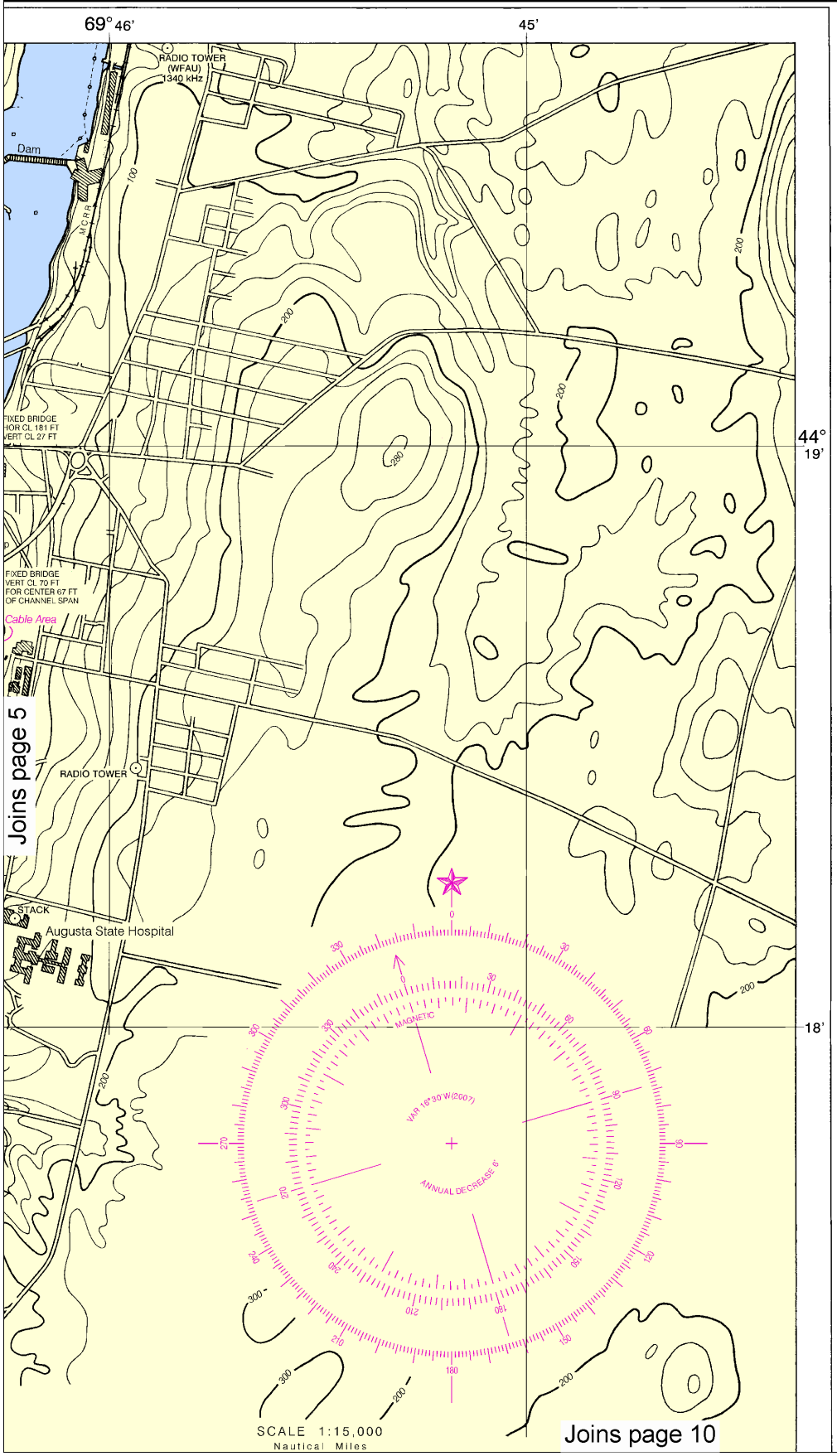
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

Joins page 6

Joins page 9



Joins page 5

Joins page 10

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Additional information

PLACE
NAME
Gardiner Hallowell Augusta
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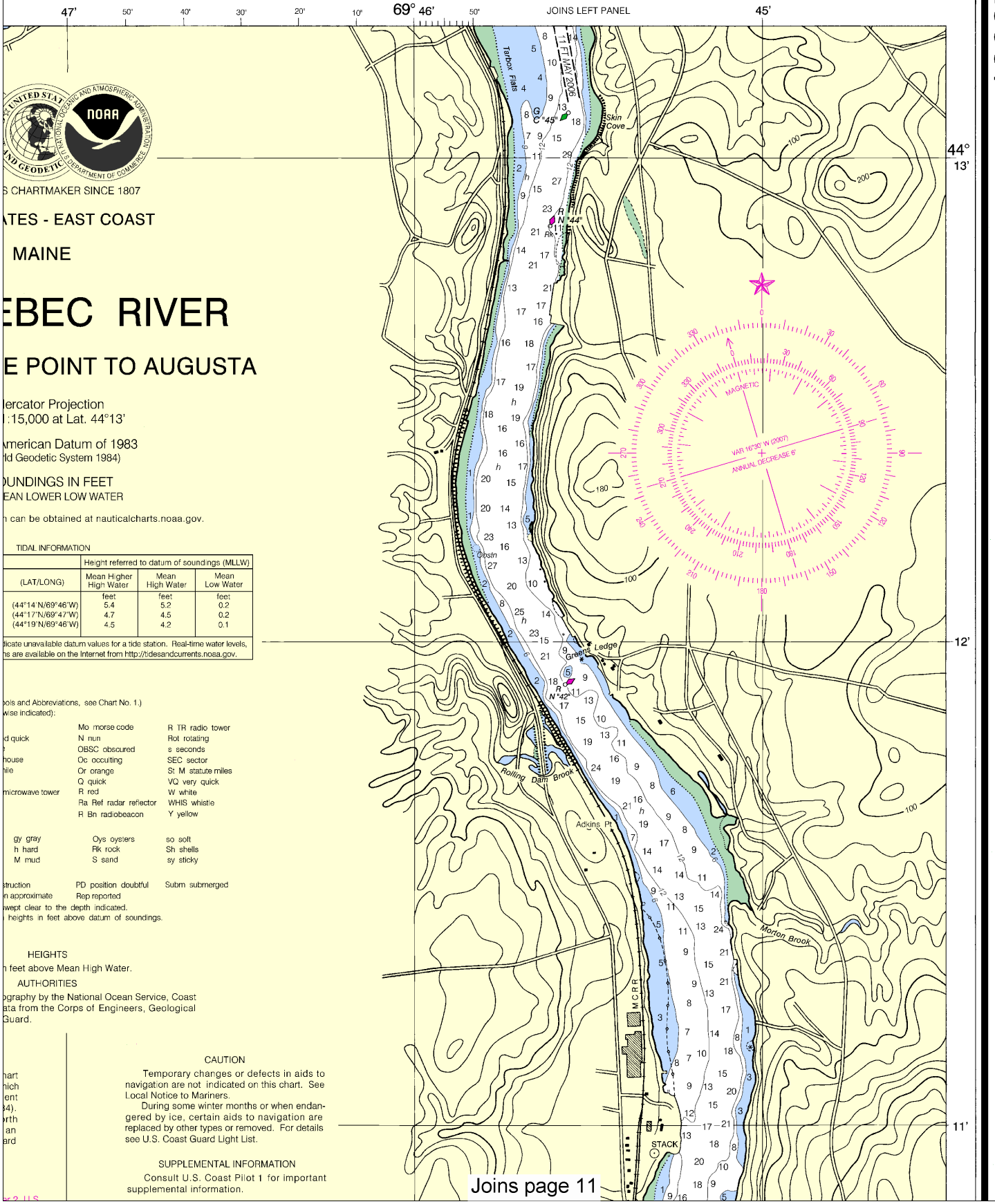
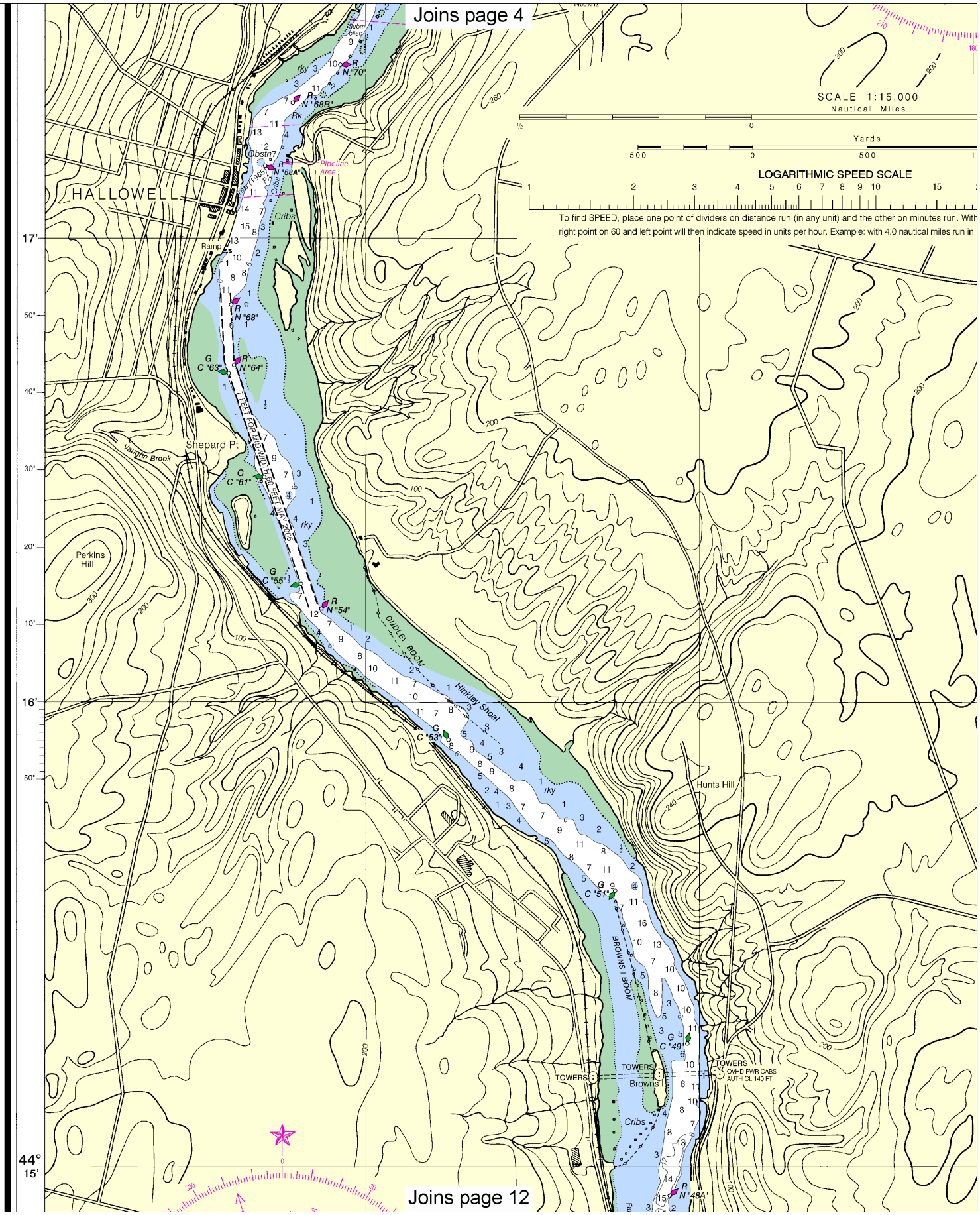


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



8

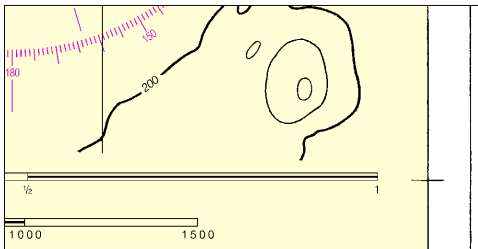
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~ Nautical Miles

Yards

See Note on page 5.

Joins page 5



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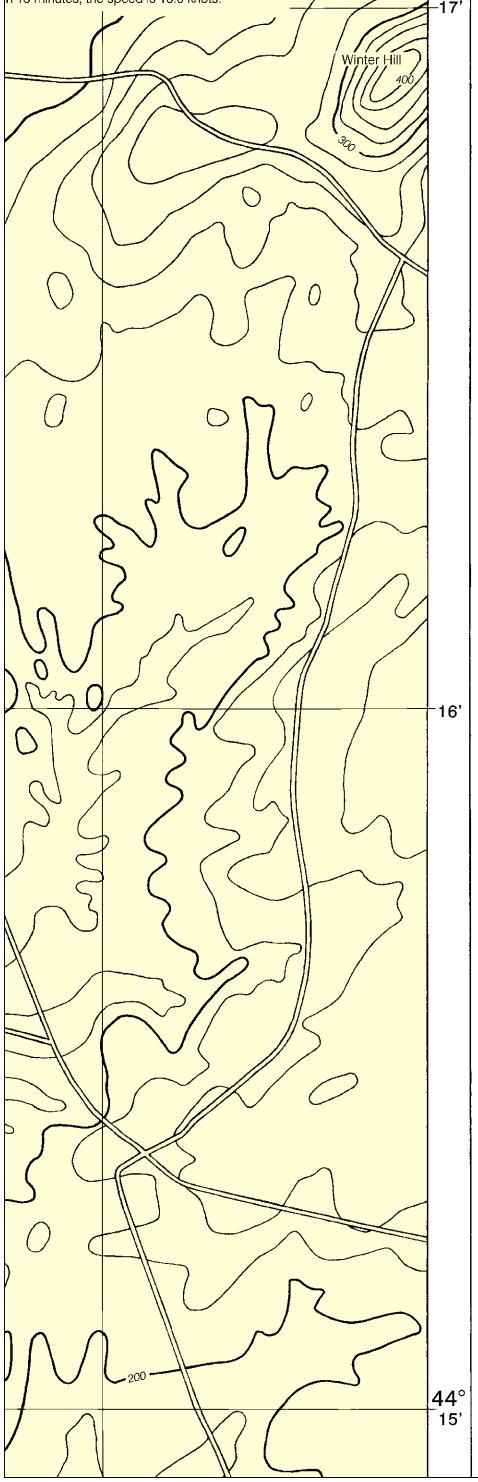

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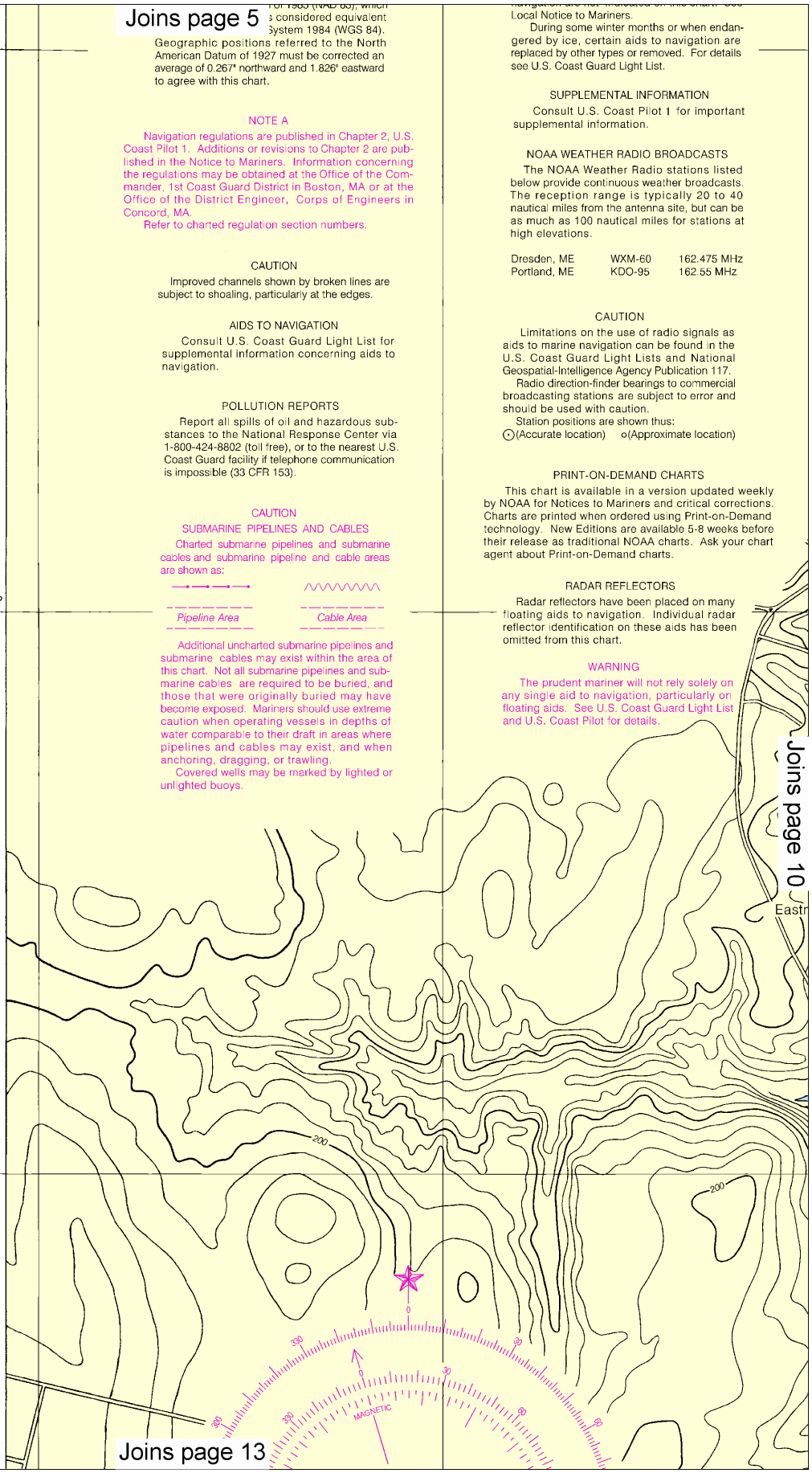

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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

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Joins page 10

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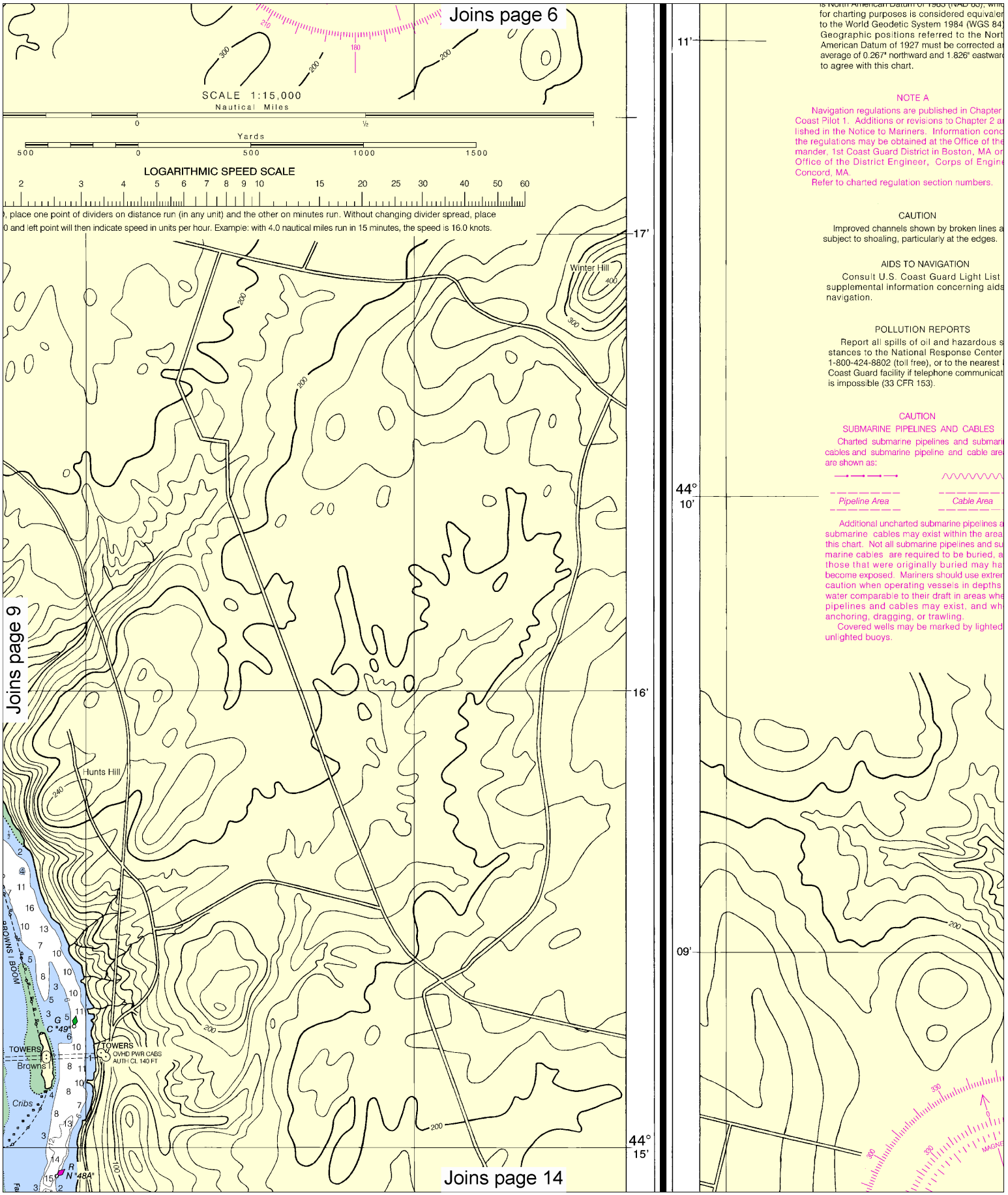

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become exposed. Mariners should use extrer
caution when operating vessels in depths
water comparable to their draft in areas whe
pipelines and cables may exist, and wh
anchoring, dragging, or trawling.

Covered wells may be marked by lighted
unlighted buoys.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles
0
1
Yards
500
0
500
1000
1500

See Note on page 5.

Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Dresden, ME	WXM-60	162.475 MHz
Portland, ME	KDO-95	162.55 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

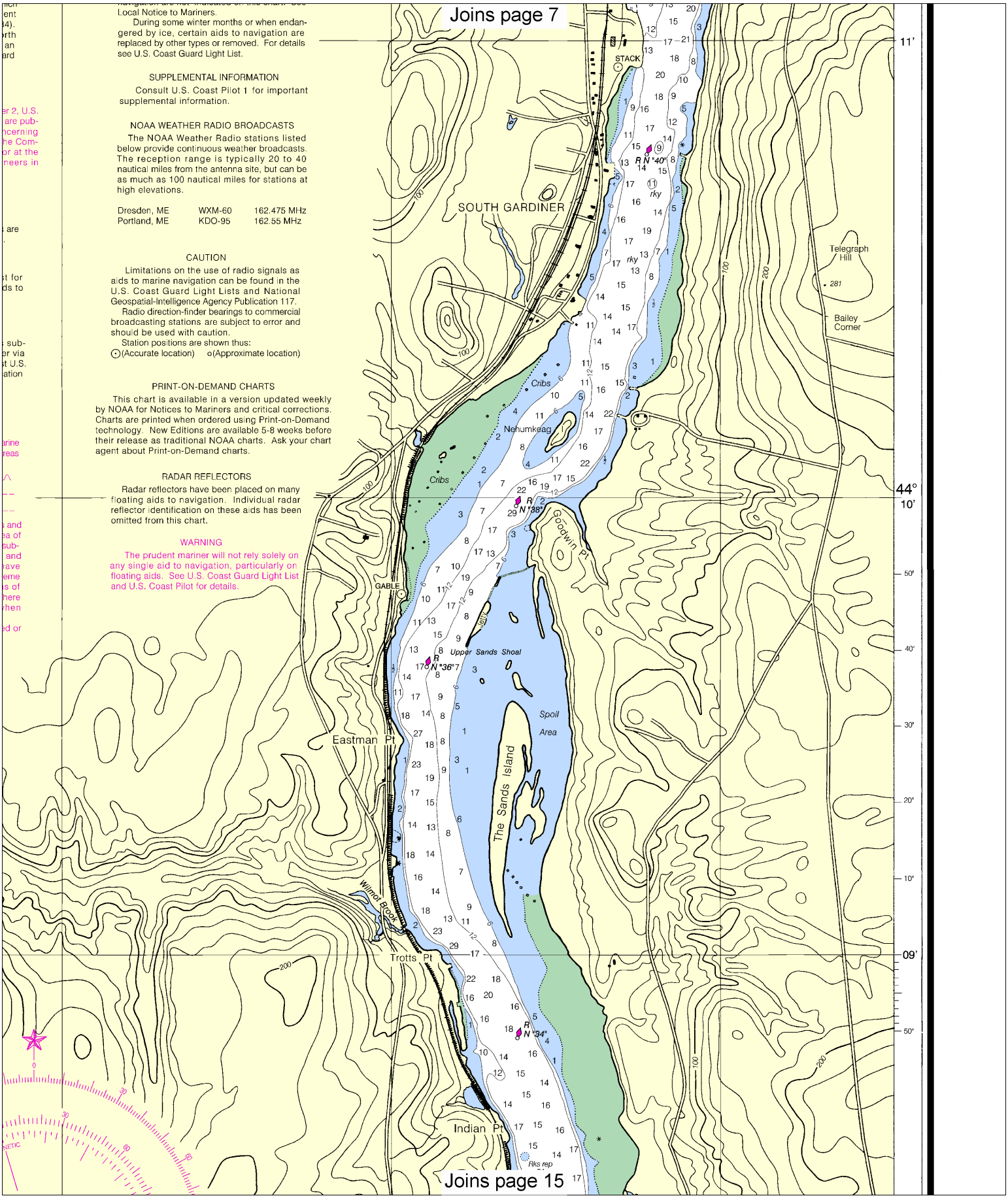
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

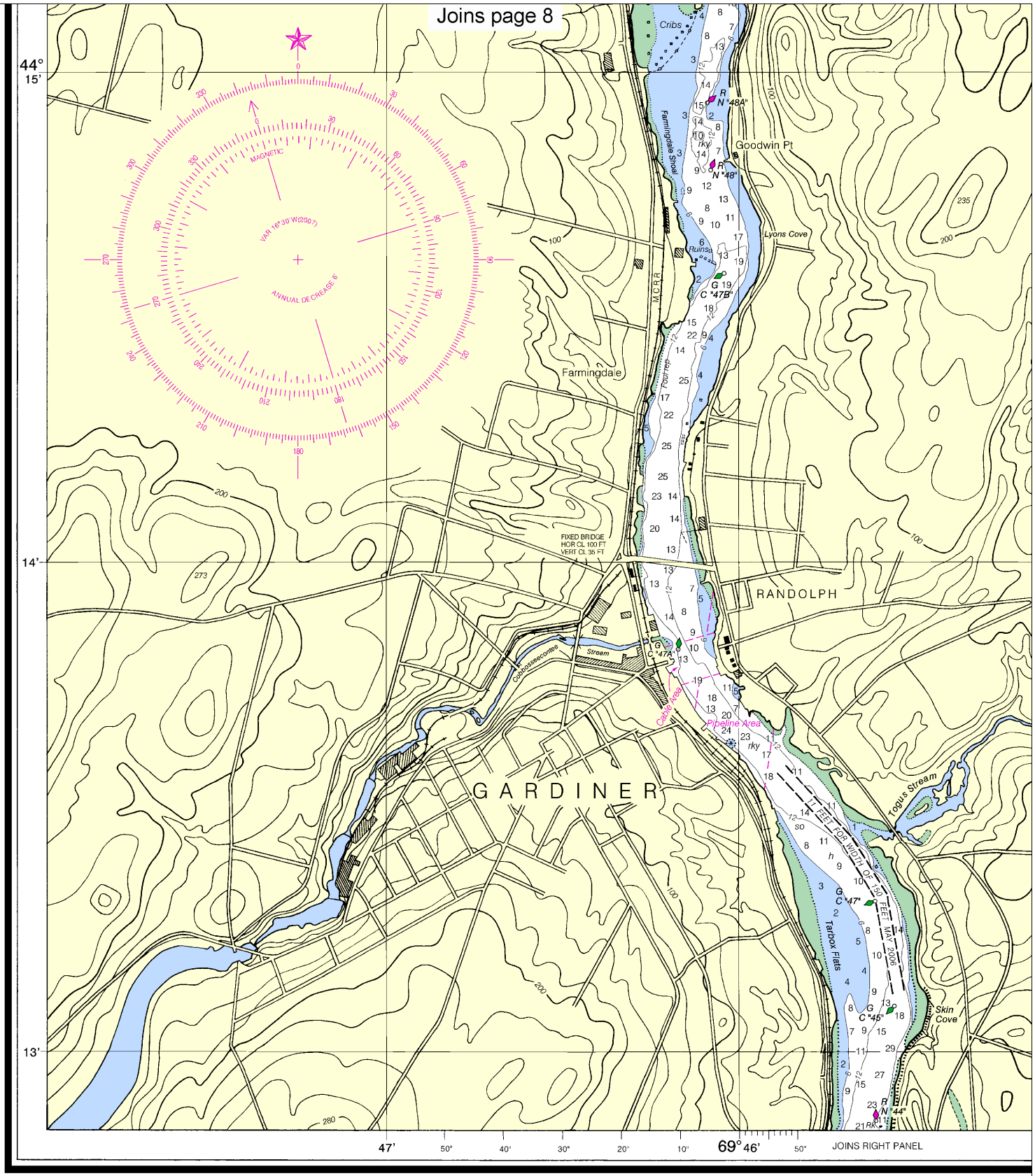
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Joins page 7



Joins page 15



11th Ed., Nov. / 07 ■
13297

Corrected through NM Nov. 10/07
Corrected through LNM Oct. 30/07

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FEE

12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

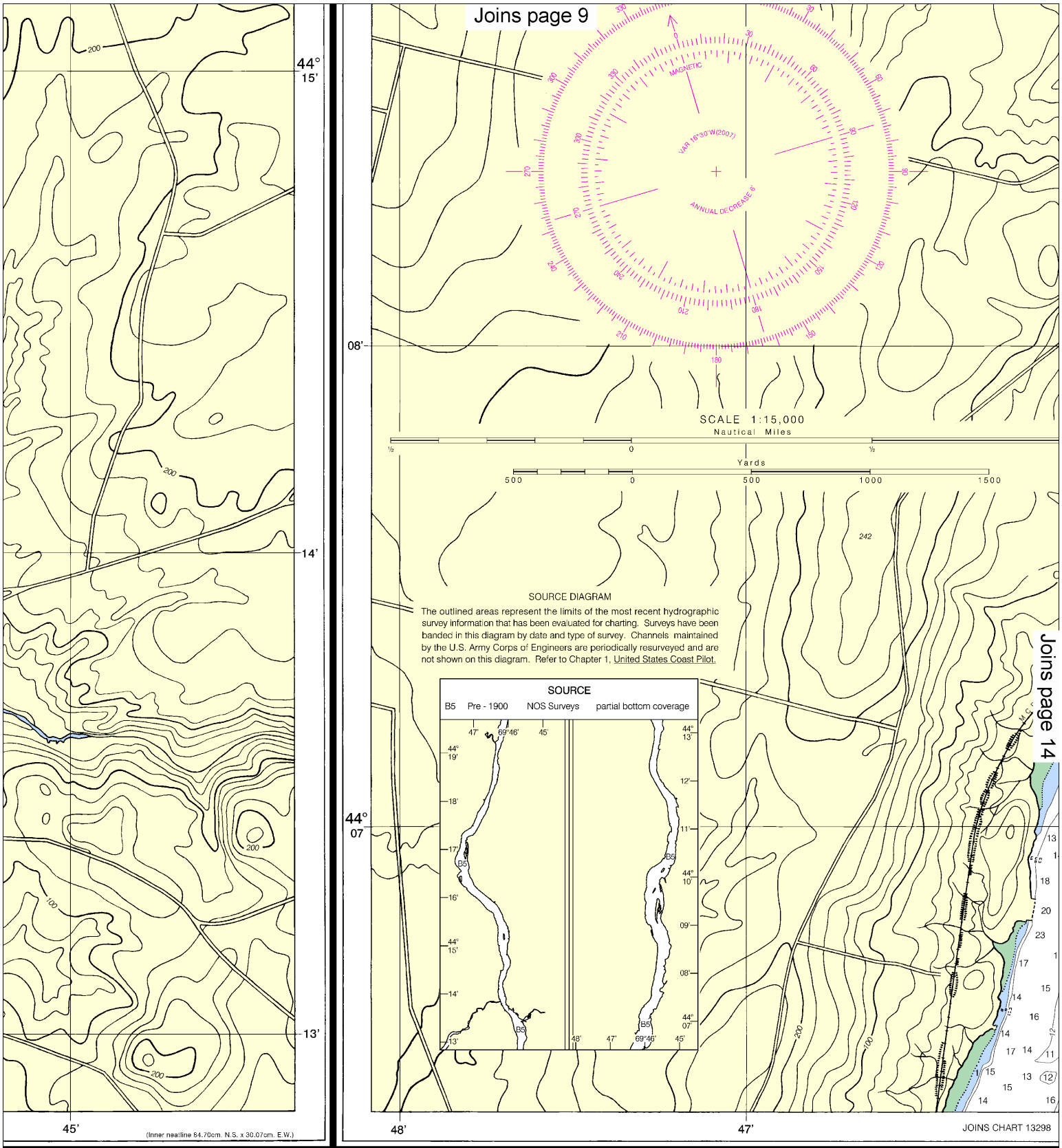
Nautical Miles

0 1

Yards

500 0 500 1000 1500

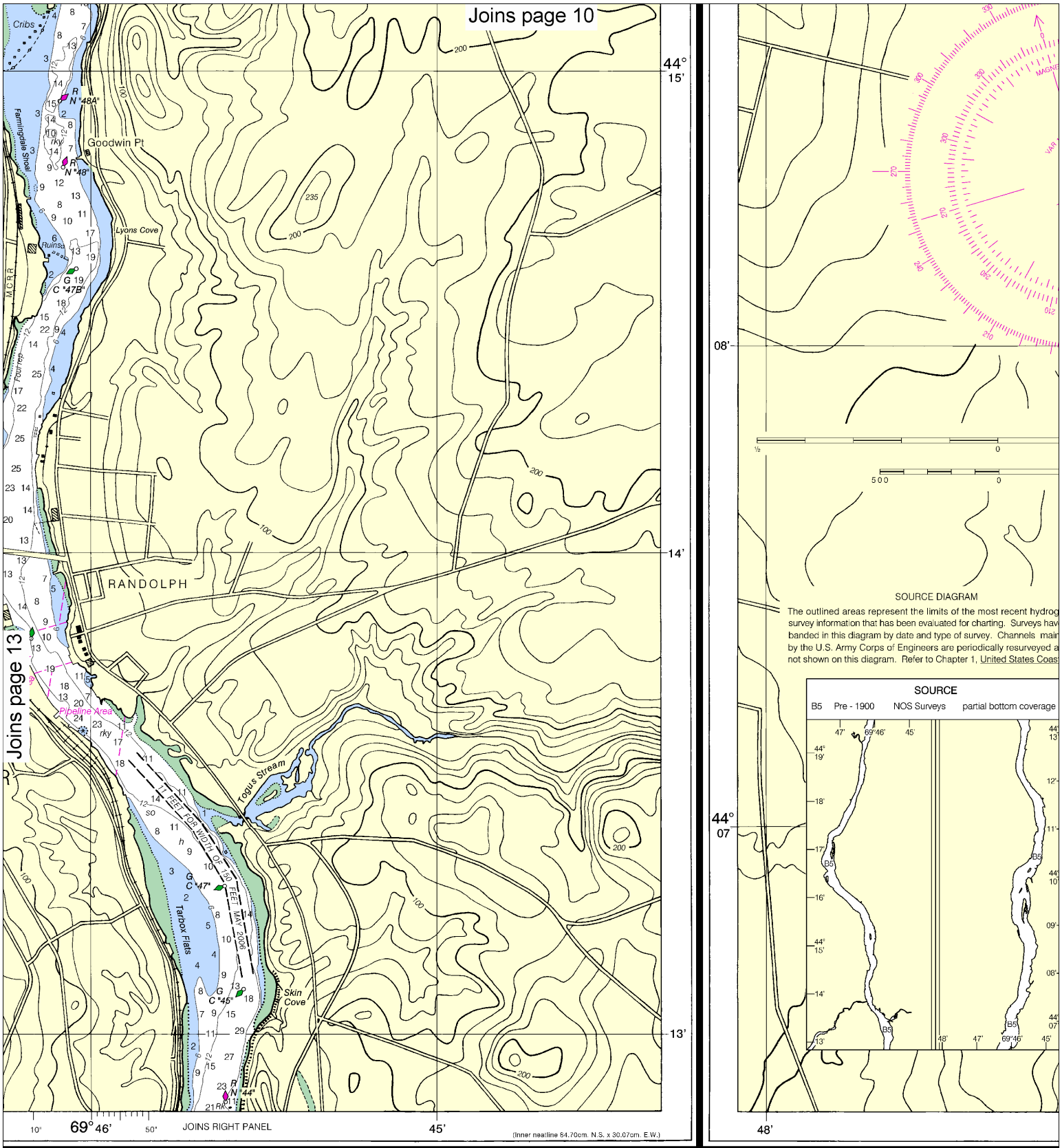
See Note on page 5.



ET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Kenne



SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	7	8	
FEET	6	12	18	24	30	36	42	48	
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15								

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14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

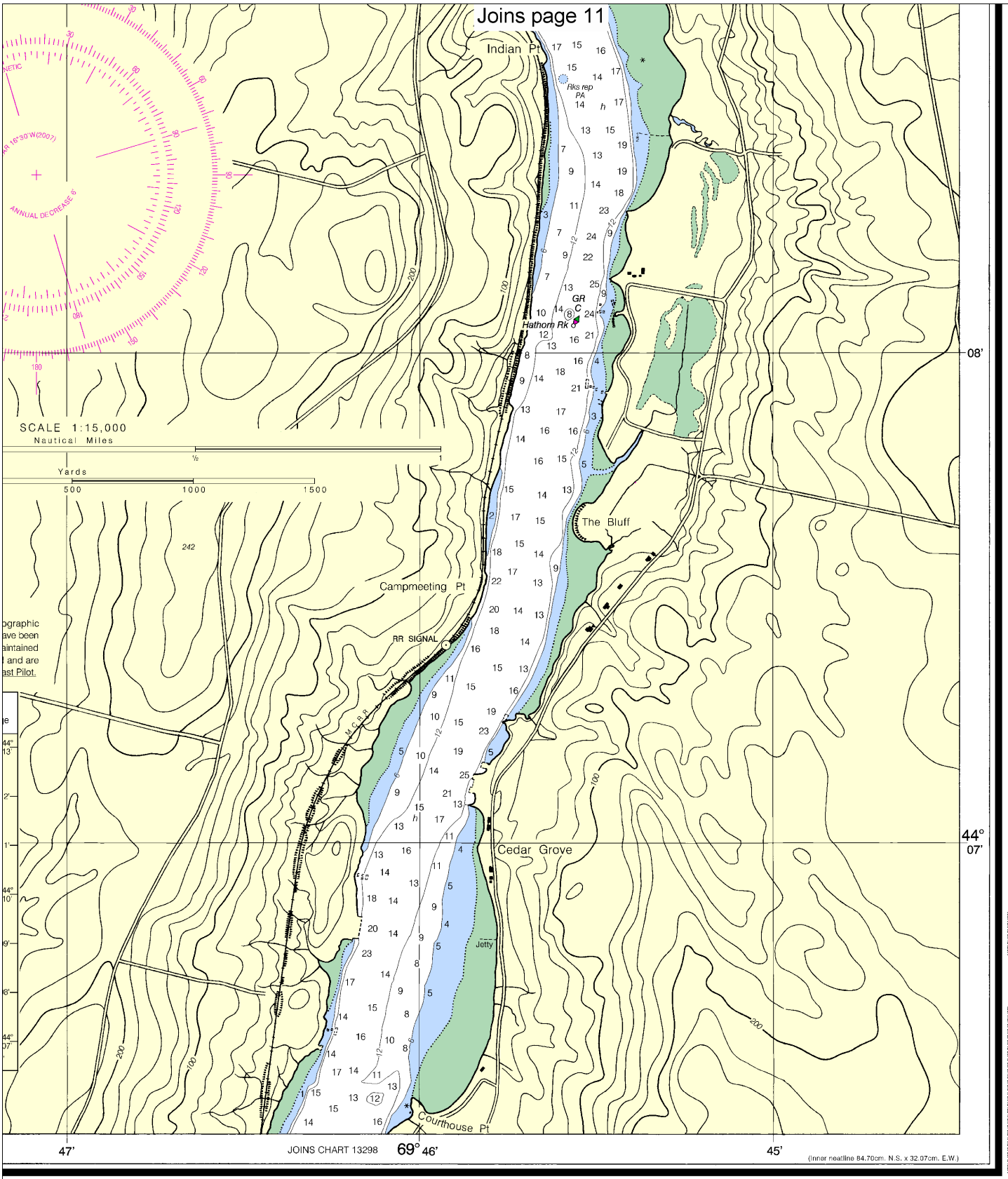
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.



Kennebec River, Courthouse Pt to Augusta

SOUNDINGS IN FEET - SCALE 1:15,000

13297

ED. NO. 11

NSN 7642014627129

NGA REFERENCE NO. 13XHA13297

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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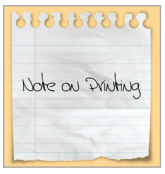

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NOAA's Office of Coast Survey The Nation's Chartmaker